



Caltrans BTA Compliance

Bicycle Transportation Account Code Section 891.2 Compliance

The Bicycle Transportation Account (BTA) funds projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funds, the bikeway master plan must discuss items (a) through (k) of Section 891.2 of the *California Streets and Highways Code*. For reviewer convenience, code text and associated document sections are listed below.

(a) The established number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

The established number of commuters in the plan area is 4,085. The estimated increase in the number of bicycle commuters resulting from implementation of this plan is five percent. The figures are substantiated in the following three paragraphs.

Chula Vista's population has a population of approximately 200,000. According to Census data, approximately 50 percent of any given population is employed, or 100,000 persons for Chula Vista. Census data also states that the national average of people who travel to work by bicycle is four tenths of one percent, or 4,000 persons.

To this number must be added children who ride bikes to school. According to Census figures, the school age population (5-17 years old) is 20.5 percent of the overall population, or 41,000. According to surveys conducted at area schools for this study, roughly 1.5 percent of school age children ride bikes to school, or 615 in Chula Vista.

These additional 615 school age bicycle commuters added to the 4,000 adult commuters yields an estimated City total of 4,615 bicycle commuters, or 2.3 percent of Chula Vista's total population of 200,000. The estimated increase resulting from implementation of this plan is 230, or five percent more than the current 4,615 bicycle commuters in Chula Vista, totaling 4,845. (Note that using U.S. Census data likely underestimates bike commuter numbers because the Census only asks for the primary transportation mode to work, missing the once or twice a week bike commuter.)

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings and major employment centers.

Maps were derived primarily from data supplied by the U.S. Census Bureau via SANDAG. This information is contained in maps and text in Chapter 4, beginning on page 4-2, including Figure 4-1: 2002 Land Use, Figure 4-2: 2030 Land Use, Figure 4-3: 2002 Population Density, Figure 4-4: 2030 Population Density, Figure 4-5: 2002 Housing Density, and Figure 4-6: 2030 Housing Density. Also see Figure 5-1: Destinations and Activity Centers, and accompanying text beginning on page 5-1.

(c) A map and description of existing and proposed bikeways.

This map and description can be found in Chapter 9, beginning on page 9-2, Figure 9-01: Existing and Proposed Bikeways.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings and major employment centers.

This information is contained in maps in Chapter 5, starting on page 5-2, in Figure 5-1: Destinations and Activity Centers, Figure 5-2: 2002 Employment Density and Figure 5-3: 2030 Employment Density beginning on page. Bicycle parking facilities are generally provided at all schools, shopping centers, public buildings and major employment centers shown on the maps, but only some City buildings and the Metropolitan Transit Service (MTS) trolley stations are equipped with bicycle lockers.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles of ferry vessels.

This information is contained in Chapter 6, and Figure 6-1: Transit System, on page 6-2. Metropolitan Transit Service (MTS) trolleys allow bicycles on board during off-peak hours without the need for permits and all Chula Vista Transit buses are equipped with bike racks except for three short-range loop routes serving the downtown area. There are also two park-and-ride lots in Chula Vista.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom and shower facilities near bicycle parking facilities.

This map and description can be found in Chapter 5, beginning on page 5-2 and in Figure 5-1: Destinations and Activity Centers, Figure 5-2: 2002 Employment Density and Figure 5-3: 2030 Employment Density. Some of the major employment centers and most large government facilities have locker, restroom and shower facilities.

(g) A description of bicycle safety and education programs conducted in the area included in the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

The Traffic Section of the City of Chula Vista Police Department has conducted bicycle safety education programs for elementary school students, especially bicycle rodeos.

City of Chula Vista Police efforts to enforce provisions of the Vehicle Code pertaining to bicycle operation have included and continue to include citing both motorists and cyclists for violations of the Vehicle Code.

The resulting effect on accidents involving bicyclists has been a reduction in reported crashes per year in relation to population. This is inferred from the relatively flat crash rate over the last four years, even though there have been substantial increases in development and population contributing to increases in motor vehicle miles driven.

(h) A description of the extent of citizen and community involvement in development of the plan including, but not be limited to, letters of support.

The original 1975 *Bike Routes Element* of the City of Chula Vista *General Plan* established a set of objectives and policies "...to provide for

a safe, convenient use of bicycles throughout the community for both recreational use and as a good alternative to the automobile as a form of local transportation.” The degree of community support for more and improved bicycle facilities was further demonstrated by a 1983 *Bike Route Facilities Report* that included a city-wide public opinion survey in which a majority of the people surveyed said they would “ride bicycles more often if better or additional bicycle facilities existed in the City.”

Specifically for this project, citizen and community involvement was solicited through a survey questionnaire distributed via City community centers and libraries and mailed to members of the San Diego County Bicycle Coalition. The questionnaire results and specific respondents’ comments were used extensively in evaluating the existing bikeway system and determining where improvements were needed. Detailed questionnaire analysis can be found in Chapter 7, Section 7.5, including all respondent comments.

Finally, all master planned developments in Chula Vista employ community advisory councils to help determine and prioritize the public facilities and amenities that will be a part of each development. All council members’ concerns are dealt with on a case-by-case basis including those about bicycle facilities and access within each project and connecting with the overall city-wide system.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with the local or regional transportation, air quality or energy conservation plans, including, but not be limited to, programs that provide incentives for bicycle commuting.

The selection of new bikeways proposed in this plan reflects review of regional transportation plans by providing linkages to

regional bikeways wherever possible. (Many questionnaire respondents also specifically requested completion of these linkages.) Local air quality and energy conservation goals as expressed in the City of Chula Vista *General Plan* include fulfilling state policies to maintain, improve and enhance the quality of air, water and land according to state and national standards and local needs, and to conserve water, air and energy by encouraging new development which uses public facilities currently available and minimizes the need to travel.

This plan also works to make bicycle travel within the City of Chula Vista more convenient and safe so that people are encouraged to reduce their motor vehicle travel in lieu of bicycles by providing more direct and consistent routes.

(j) A description of the projects proposed in the plan and a listing of their priorities of implementation.

The following projects are proposed in this plan and listed below in the order of their implementation priorities:

Class 1 Facilities (Segments 1 - 3)

Segment 1 - Bayshore Bikeway

Segment 2 - Utility Easement

Segment 3 - East H Street between Buena Vista Way and Otay Lakes Road

Class 2 Facilities (Segments 4 - 12)

Segment 4 - Main Street between Industrial Boulevard and I-805)

Segment 5 - Industrial Boulevard between L Street and Main Street

Segment 6 - East J Street between Paseo Ladera and Paseo Ranchero

Segment 7 - Otay Lakes Road between East H Street and Apache Drive

Segment 8 - Bay Boulevard between F Street and J Street

Segment 9 - Orange Avenue between Palomar Street and Hilltop Drive

Segment 10 - Otay Lakes Road (northbound) between East H Street and Ridgeback Drive

Segment 11 - Sandpiper Way between Marina Parkway and G Street

Segment 12 - Main Street between Industrial Boulevard and Frontage Road west of Interstate 5

Class 3 Facilities (Segment 13 - 18)

Segment 13 - Auto Park Way between Interstate 805 and Oleander Avenue

Segment 14 - East Orange Avenue/Olympic Parkway between Melrose Avenue and Oleander Avenue over Interstate 805

Segment 15 - Telegraph Canyon Road between Nacion Avenue and Halecrest Drive under Interstate 805

Segment 16 - East H Street between Claire Avenue and Hidden Vista Drive over Interstate 805

Segment 17 - Gotham Street between Otay Lakes Road and Chateau Court

Segment 18 - East J Street between and Paseo Ranchero and Camino Calabazo

More detailed descriptions can be found in Chapter 9, Sections 9.1 to 9.5, and in Chapter 10, Table 10-2: CIP Projects on page 10-5, and Figure 10-1: Capital Improvement Projects on page 10-4. Also see Appendix C: CIP Cost Analysis Forms.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

Data provided by the City of Chula Vista covering the last 11 years indicates past expenditures for bicycle facilities in the plan area totaling \$1,112,900. These funds were used primarily for Class 2 lanes, Class 3 routes, bicycle loop detectors and a previous bicycle facilities report. Also during this period, over 20 miles of Class 2 lanes were implemented on new roadways as part of master plan communities east of I-805.

Future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area as listed in this plan total \$4,253,678. Detailed information on future financial needs can be found in Chapter 10, primarily in Table 10-2: CIP Projects, on page 10-5.

